Reduction of rail freight targets

1581. SHRI SURESH PACHOURI: Will the Minsiter of RAILWAYS be pleased to state:

(a) whether the Railways have lowered the freight targets at Revised Estimate stage during the last four years;

(b) if not, the targets set for freight earning at BE and RE stage during the last four years; and

(c) if the freight targets have been lowered, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Does not arise.

(c) The freight projections had to be revised downwards considering the actual offer of traffic in the initial months of the year, potential for the balance period and available resources.

Safety record of South Central Railway

1582. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that South Central Railway had the worst safety record in 1995-96;

(b) the reasons for such frequent derailments;

(c) whether any special study been done in this regard; and

(d) if so, whether any steps have been taken for improving the safety record of the South Central Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. The number of consequential train accidents has come down from 57 during 1993-94 to 50 during 1994-95 and to 41 during 1995-96.

(b) Derailments were due to human failure, equipment failure, sabotage, etc.

(c) No, Sir.

(d) A statement is attached.

Statement

Regarding Safety Record of South Central Railway

Some of the measures taken to improve safety and prevent accidents are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at Danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometres are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent cases of cold breackage of axles, ROH Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised, including use of Simulators for training of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness amoung the staff.

Deterioration in the result in Economics in Kendriya Vidyalayas

1583. SHRI K.M. KHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the result in Economics in Kendriya Vidyalayas at Lawrence Road, Shalimar Bagh and Pitampura has been reported below one per cent since 1992;

(b) if so, the details thereof and the reasons therefor;

(c) whether Government propose to fix some responsibility in this regard to ensure improvement in future; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI MUHI RAM SAIKIA): (a) and (b) The result of class XII in Economics in respect of these three Kendriya Vidyalayas since 1992 have been more than 70%.

(c) and (d) No, Sir. However, improving results is a continuous process and efforts have been taken to improve it further through question banks, remedial teaching, teachers' workshops, in-service courses to teachers etc.

Abandoned rail bogies and rolling stock along rail lines

1584. SHRIMATI VEENA VERMA:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of rail-wagons, rail bogies and other rolling stock continue to lie abandoned for years together along different railway lines after accidents and otherwise;

(b) if so, the details of such abandoned rolling stock lying for over one year, indicating the total estimated cost of such items; and

(c) the reasons for allowing the rolling stock lying abandoned for so long, and not salvaging and putting it to harness?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) No, Sir. It is not a fact that large number of rail wagons, rail bogies and other rolling stock are allowed to be abandoned for years together at the accident sites. However, the accident involved stock, for which salvaging becomes difficult and uneconomical, is disposed off at accident site itself. At present about 1000 such wagons, 73 coaches and 1 diesel locomotive of an approximate scrap value of Rs. 8.4 cr., which are more than one year old are in the process of final disposal.

(c) Just after the accident first priority is always to restore the traffic. During restoration rolling stock which is economically repairable is put back on the tracks and sent to the repair depots/locosheds and other stock is laid aside the track. After traffic is restored the serviceable components of the stock at the site are retrieved without disturbing the rail traffic which takes time depending upon the terrain and operating conditions. Then the leftover stock is surveyed for condemenation and is subsequently ouctioned for removal by the purchaser on as is where is basis. The entire process thus takes time depending on the location of the site and road approach and varies from case to case.